



Trippin' Down the MTC Milestones: Installment #1 by Stan Sattinger



A winter's morning at Chartiers Creek
photo by Dennis Sims

This year is particularly exciting for the Montour Trail Council as we prepare to celebrate our 20th anniversary. What started as a dream of saving the old Montour Railroad right-of-way as a recreational trail has become a reality.

No move forward would be complete without a look back at where we have been. While we would like to highlight all of the events of the past 20 years, we will only be able to mention the first-of-a-kind happenings as they occurred. We thank everyone who has helped to make this past 20 years memorable and exciting. The MTC could not have survived for 20 years without the help of hundreds of volunteers donating hundreds of thousands of hours.

We hope that you will enjoy this first installment of a look back in time!

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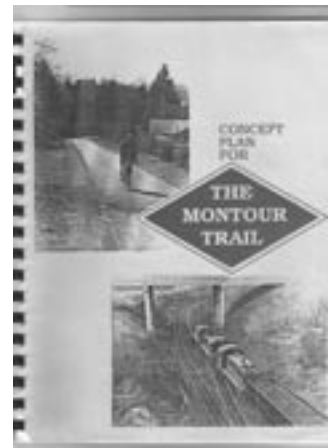
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1989

- **The first public** meeting to discuss formation of a group to create a rail-trail on the right-of-way of the abandoned Montour Railroad, Pittsburgh Garden Center, August 30. Only fifteen people in attendance, but some of them are still with us!
- **The first of a series** of regional public meetings to publicize the MTC's efforts to develop the Montour Trail, organized by then-Vice President Dino Angelici was held at the Holy Trinity Church, Robinson Township, September. Dino wisely believed in taking our story to the districts where the Trail would pass.
- **The First presentation of the** MTC's promotional slide show by the Group Contacts Committee (Bill Metzger and Tim Killmeyer), Pittsburgh Council, American Youth Hostels, October. Bill and Tim's Montour Trail road show caught people's fancy, eventually yielding 52 letters of support from endorsing organizations by September 1993!
- **Charter meeting** of the Montour Trail Council, Mt. Lebanon Public Library, November 27. The featured speaker didn't show up, but with all the unknowns that we were about to undertake needing to be discussed, the evening flew by.

1990

- **The First issue of the Montour Trail-Letter**, Dennis Sims, Editor, April. Two sides of a page at the beginning, later to grow substantially.
- **Hearings of the PA Public Utility Commission** regarding abolition of rail-highway crossings on the abandoned Montour Railroad, March 6-7 and April 16-17. The fledgling MTC, the "mouse that roared," tactfully expressed the need to preserve grade-separated crossings for trail-user safety reasons. The initial PUC reaction: "You want to do WHAT?"
- **Legislative breakfast** to publicize plans for the Montour Trail, organized by then-Pennsylvania Legislative Representatives Tom Murphy and Huck Gamble and Senator Mike Fisher, Pittsburgh Airport Marriott, May. We had met with Tom earlier to describe our vision, and he had become super-enthused about it.
- **Concept Plan for the Montour Trail**, a feasibility study, issued to municipalities, agencies, and foundations by the founding MTC Board of Directors, June. Would you believe that we projected a three-year time frame to complete the Trail? (*continues on page 4*)



MTC Web Addresses

Visit the Montour Trail web-site at:
www.montourtrail.org

to converse

<http://groups.yahoo.com/group/Montour-Trail/>



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The Prez Sez: Ringing in the New Year

Happy 2009! I'll start my first column of the new year with some good news that probably doesn't appear anywhere else in this newsletter. I'm pleased to announce that The Laurel Foundation has awarded the MTC a grant of \$35,000 for our Phase 8E trail project in South Park Township. This project, consisting of 3/4 mile of trail and a bridge over Piney Fork Creek, is among our top trail priorities in 2009. I'll leave the rest of the Council's 2009 plan as fuel for my next column, and use the remainder of my allotted space here to set the stage a bit for the Montour Trail Council's 20th year in existence.

That's right. Later this year, we will be celebrating the MTC's 20th anniversary. More will be forthcoming later in the year about events to commemorate this milestone, but it is worth reflecting on the organization's accomplishments as we enter our 20th year. In broad strokes, and with the caveat that some of these statistics (especially the ones about money) are crude estimates and subject to debate, what we've accomplished and what we have yet to achieve can be summarized as follows:

- ◆ We have 44.7 total miles of trail open for use.
- ◆ There are now 63.2 total miles planned (including the Airport Connector & Coraopolis to Mile "0").
- ◆ 6.3 miles of main line trail remain to be built, but only 3.8 miles if we count the share-the-road section in Jefferson Borough as "complete enough for now" (a view I personally subscribe to because of the character of the road).
- ◆ We've invested roughly \$9.9M to construct the trail we have so far, including the values of in-kind and volunteer contributions.
- ◆ Estimates (based on certain assumptions) are that \$10.9M more may be needed to fully "complete" the trail.

I'll leave out my "proof" that the main line of the trail can be completed in three more years, but for those of you who want fuel for your optimism, note that it has taken us 19 years to build the trail we've got (an average of 2.15 miles per year), and do the math for yourselves.

But seriously, we have over 90% of our main line (and 75% of the total Montour Trail system) completed for the enjoyment of trail users, yet we have invested perhaps only half of the money and resources needed to fully complete the trail. The fact that the remaining 3.8 miles of main line plus Bethel Branch to be completed includes seven bridges, a Route 51 crossing and a couple serious right-of-way issues to solve, obviously means we've saved the best for last. While there are serious challenges, know that we already have secured some of that remaining money needed, and can take temporary measures in some sections to call them complete enough for safe and pleasant trail use.

We should all be very proud of what we've achieved thus far, yet sobered a bit by the realization that we still have a lot more to do. Fortunately, we have a great group of volunteers and supporters, in whom I have great confidence that we can make it happen. As we prepare to celebrate our twentieth anniversary, be heartened that we continue to make good progress, and that the finish line is becoming ever clearer.

Mark

Friends' Meetings and Work Parties

MTC Board Meeting:

every third Monday of the month - 6:00 p.m. at 304 Hickman St., Suite 3, Bridgeville, PA. Turn right off of the Bridgeville exit of I-79. Turn left at the next light, go straight at next light and make left turn onto Hickman St. just after the Post Office. Call Mark at 724-941-6351 for more information or to get on the agenda.

Cecil Friends:

Friends of the Trail meeting, every fourth Wednesday of the month at 7:00 p.m. From May-August, meetings are held at the Kurnick Access area along the trail off Cecil Henderson Road; other months (with the exception of November and December) meet at the MTC Offices. Work and cleanup parties are scheduled as needed. Call 412-496-4308 for more information, or email densimwx@comcast.net

Airport Area Friends:

Friends of the Trail meeting, the Wednesday before the second Saturday of the month at 7:00 p.m., at the Forest Grove Fire Department. Anyone from the communities of Moon, Robinson, North Fayette, and Findlay is encouraged to attend. Call 412-859-3020 for more information. Work and cleanup party, every second Saturday of the month - 9:00 a.m. Call 412-262-3748 for more information and location. (Note: March Meeting at the Findlay Twp, Activity Center on Wednesday, March 9 at 7:00 p.m.)

Bethel Park Friends:

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building

Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

South Hills Friends:

Meeting second Wednesday of the month at 6:30 p.m. at the Jefferson Hills Borough Building. Work and cleanup parties scheduled and advertised as needed. For more information, contact David Oyler at 412-831-9288, davidoyler@verizon.net, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

Fort Cherry Friends:

Friends of the Trail Meeting, second Wednesday of the month at McDonald Borough Bldg., Council chambers at 7:00 p.m. Work and cleanup parties, scheduled as needed. For more information, contact Ray Johnston at 724-356-2621.

Peters Township Friends:

Friends of the Trail Meeting, first non-holiday Monday of the month at Peters Township Parks and Recreation Center at 7:00 p.m. For more information on work and cleanup parties, please contact Jim Robbins at 724-941-6132, or for monthly meetings, Mark Imgrund at 724-941-6351 or by e-mail at markimgrund@comcast.net.

The Montour Railroad Historical Society:

The newest Friends group. For more information send email to mrhs@montourrr.com (see article on page 4)

Camping on the Montour Trail By Troy Bogdan

As I sit down to write this article, the temperatures outside are well below freezing and with a light coating of snow on the ground, it is doubtful than many people are thinking about camping outside on a day like today, but that's exactly what I am thinking about.

I'm sure that most of you have heard that it is possible to ride your bicycle from Pittsburgh to Washington D.C. along the Great Allegheny Passage, but how many of you realize that The Montour Trail is actually an important part of the Great Allegheny Passage system by offering a trail that will link-up to the Pittsburgh Airport? It is also an important link to states to the west such as West Virginia and Ohio, by way of the Panhandle Trail connection at McDonald. As word about the connectivity of our system of trails increases, thru-travelers along the trail networks also increase, and a lot of these travelers camp along the trails at the end of each pedaling day. To accommodate the needs of these travelers, the Montour Trail is being pro-active by working to create camping areas along the trail. A camping committee was formed recently, and we have been working on a plan for camping along the Montour Trail. The first camping location along the trail has been designated, and construction will hopefully commence soon. We hope to have the first spot ready for campers, this bicycling season.

The plan is for volunteers to create a few small spots to allow camping at the area known as Kurnicks (approx. Mile 25.5) that will allow for one or two tents to be set up. These spots will be cut into the woodlot on the high side of the trail, and will be located on trail property. We anticipate several of these spots, which may also include a fire-ring and a picnic table for a maximum use of about 6 tents. Water will be available from the fountain that is already on site, and the port-a-potty that is on site will be available for campers.

This campsite will be limited to thru-travelers for one night use only, on a first-come, first-serve basis. We also anticipate that organized groups (such as Boy Scouts) may want to utilize the camping spot, and we ask that groups obtain written permission in advance. Please clean up after yourself; there is a trash can available on site and we ask that the campers use it. The camping Committee will also ask that users fill out a small survey, so we can gauge usage, and receive feedback for planning any future campsites along the trail.

One of our next goals is to create another campsite closer to the proposed airport connector trail, so that people utilizing the airport to can camp closer to the airport, if their arrival is late in the day or their departure is early in the day.

With the completion of camping spots on the Montour Trail, we will continue to attract more people, and will continue to be a destination for people who enjoy hiking and biking, from the local area, as well as around the country and even around the world. If you wish to help develop this camp site contact: Janet Jackson, JJTTeach@aol.com or Charlie Beaumariage, cjbeau@verizon.net

Trippin' continues from page 1

1990 continues

- **MTC's application submitted for 501(c)(3) tax-exempt status**, June. Tax-exempt status granted to the MTC by the IRS, concluding "umbrella" status with Pittsburgh Council, American Youth Hostels, August. Rapid turn-around of our application was to the credit of then-U.S. Representative Doug Walgren.
- **The First MTC Annual Meeting**, Pittsburgh Airport Howard Johnson's, November 18. Membership size at time of meeting: 325. The Montour Trail concept had caught on!
- **Vira Heinz Foundation commits \$200,000** for Montour Railroad right-of-way acquisition; The Laurel Foundation and Pittsburgh National Bank contribute an additional \$47,500, November. First of numerous grants received through the efforts of initial MTC Fund Development Chairman Tom Dougherty.

1991

- **The First-ever "rails to trails on rails"** event anywhere: MTC membership meeting conducted in a trolley at the Arden Trolley Museum, July 29. Trolley operated by MTC civil engineer Dave Wright.
- **Signing ceremony for the agreement** to purchase 38 miles of Montour Railroad right-of-way from the Pittsburgh and Lake Erie Railroad for \$220,000, September 14. WE HAD BOUGHT IT; NOW WE HAD TO BUILD IT!

1992

- **Community meeting** to present construction plans for the first Montour Trail section, Cecil Township #3 Fire Hall, January 27. We were relieved to discover that the Cecil residents had no problem with what we were about to bring to their back yards; on the contrary, many volunteers stepped forward!
- **The first of many MTC volunteer "trail-blazing"** work sessions held in Cecil Township to clear brush, trash, and ties. Coordinated by Jack Swisher, March 28. It felt marvelous to lean into the tie tongs after having dealt with so much paperwork!
- **Low-bidder Sluciak Contracting Co.** begins construction work on the Cecil section, June 25, converting our cleaned-up right-of-way into finished trail.
- **The opening ceremony** for the 4.4-mile Cecil segment of the Trail, first to be completed, at Cecil Park, October 10. Federal Highway Administration speaker Bob Hall describes Transportation Enhancements funding of pedestrian and bicycle trails under the Intermodal Surface Transportation Efficiency Act (ISTEA). By January of 1993 the Montour Trail project is approved for initial reimbursement of up to \$1,000,000 in construction costs under the ISTEA Act of 1991.
- **Nominated by then-Congressman Rick Santorum**, the MTC receives the Teddy Roosevelt Conservation Award, signed by President George H. W. Bush, October. Received by then-President Stan Sattinger. (continues on page 7)

The 2008 Trail Blazer Awards. Photos by Ned Williams from the Trail Dinner on November 2, 2008



Left to right: President Imgrund, Dennis Sims- newsletter editor, Dave Hajnik- webmaster, Phyllis McChesney- secretary, Bill Orr- treasurer and Stan Sattinger- chairman of the Membership, Volunteer and Donor Committee. Rich Blaskiewicz, Volunteer of the year was unavailable.



Friends Volunteers of the Year, Airport-Dave Murphy, Cecil-Frank Ludwin, Peters-Sue Headley, South Hills-Dave Oyler. Unavailable were Fort Cherry-Ray Johnston and Bethel Friends-Bob O'Connell.

The Montour Railroad Historical Society by Bryan Seip

Whether you are hiking, biking, walking or skiing on the Montour Trail, have you wondered about what it was used for, before it became the Trail?



The Montour Railroad Historical Society was formed with the goal to educate Trail users and the public about the history behind the Trail, and this group was recently accepted as a "Friends of the Trail" group by the Montour Trail Council.

While other "Friends" groups are involved in physically maintaining the Trail sections in their respective townships, the MRHS concentrates on the historical aspects of the entire Trail, as well as the coal mines, businesses and communities that were serviced by the Trail's predecessor, the Montour Railroad.

Interpretive signs and historical displays are planned to be installed at locations along the entire length of the Trail. The first temporary ones have been installed near Trail MP 30 on the recently opened West Peters section. This is at the site of the former Montour #4 mine, where an original Montour Railroad crane, the X 1 now resides. Restoration of the X 1 is one of the biggest projects being undertaken by the MRHS.

If you have any inquiries about the MRHS, please e-mail MRHS@montourrr.com, and you can also check out the history of the Montour Railroad at montourrr.com.

Montour Trail Cliff Mine Road Crossing Safety Improvements

by Dennis Pfeiffer and Tim Killmeyer

In August of 2006, Findlay Police Chief Paul Wilks highlighted a safety problem that the Montour Trail Council (MTC) and especially the Airport Friends have discussed on numerous occasions. This is the Montour Trail crossing of Cliff Mine Road that is near the Settle Inn restaurant. This is a mid-intersection crossing of Cliff Mine Road that is on a bend looking to the West. Various meetings were held between Findlay Township Manager Gary Klingman and the MTC. Some minor improvements were made, but a more comprehensive review of the intersection led to a request to fund a three unit warning system at the site. A Cross Alert System solution was selected for two reasons. We liked the features of the system and it was the only one that PENNDOT has approved for installation in Pennsylvania.



Volunteers raise one of the units on Cliff Mine Road. Charlie Beaumariage measures while Tim Killmeyer, Dennis Pfeiffer, Jack Peth and Bob Teachout raise the unit. Photo by Janet Shaffer

We knew the system was expensive and approached Senator John Pippy for assistance with the funding. Senator Pippy and Representative Mark Mustio supported the MTC's request for a DCED grant of \$30,000 for the purchase and installation of a three unit Cross Alert solution at the intersection. In August of 2007, we received notice that the MTC was awarded a \$30,000 grant for the safety improvements previously mentioned. Although Cliff Mine Road is maintained by Allegheny County we still needed a PENNDOT permit for the installation of the units. In July of 2007, the process was started with Findlay Township's help, and we finally received notice

of PENNDOT's approval in May of 2008. MTC volunteers Bob Teachout, Jack Peth and Bill Orr then lead our efforts on this project. They obtained the various internal and external approvals and arranged to have the foundations installed. Finally Jack Peth coordinated and lead other MTC volunteers on November 14 & 15, 2008 with the installation of the three units. We are now waiting for a warm day to activate the units.

The three units each have two flashing yellow beacons that will only become active when a trail user approaches the intersection. The vehicular traffic will not stop for trail users, and the trail users must stop and look both ways as normal, before proceeding across Cliff Mine Road.

Two of the units are installed at the crossing itself and the third is installed on the apex of the bend 300 feet away to the west of the crossing. The occupants of the vehicles traveling on the road only see the units flashing when a trail user is at the crossing. The

experience with these units is that the vehicle operators do pay attention when the units are flashing.

We certainly hope that these improvements will significantly improve the safety at this dangerous intersection. In early Spring, a special event will be held to thank everyone involved in making this improvement a reality.

Website Trail Store by Deb Thompson

The Montour Trail Store on our website was completely redone late last year. We now have two store options:

- Through an affiliate program with the hugely popular Café Press website, we have an online storefront with a wide variety of Montour Trail logo items. You can choose from T-shirts, sweatshirts and hoodies, mugs, hats, and more. When you place an order, Café Press will imprint the item and send it directly to you, often the next day. You get cool stuff, and the Trail gets a commission.
- We also have an affiliate program with Amazon.com that lets the Trail get a commission on items that you buy there (and, as you probably already know, Amazon sells everything!). We have some trail-related items displayed on our website, and a link to a affiliate storefront with western Pennsylvania trail guides (including those by Mary Shaw, Roy Weil, and Bill Metzger), books on cycling and running, as well as some exercise gear. Again, the trail gets a commission on anything you buy when you enter from our website.

Another thing to note about the Amazon.com program: when you enter Amazon through the Montour Trail website, anything you buy returns a commission to the Trail. So if you're shopping Amazon anyhow, come to our Trail Store page, and use the Amazon search box to find what you're looking for. You can get the same stuff you were after anyhow, for the same price, but the Trail gets a payment back for delivering the traffic. You don't have to do anything else; it's automatically tracked by the web site.



To shop the Trail Store, come to www.montourtrail.org/store.html, or visit the website and click on *Store* in the menu bar.

Wanted: The Montour Trail Council is in need of a Project Manager for our "Phase 20" DCNR project. The project includes the resurfacing of the trail from the Montour-Panhandle Connector to the Quicksilver Bridge, and also some drainage work in the Boggs and Findlay area. The Project Manager will be responsible for working with contractors, organizing volunteers and coordinating the work that needs to be done. Interested parties should contact Mark Imgrund at markimgrund@comcast.net or 724-941-6351.

MONTOUR RAILROAD HISTORY BY BOB CIMINEL

Paid by the Pound

For approximately the first 75 years of its existence, the Montour Railroad ran on steam, beginning with two of its own locomotives, the *Cliff Mine* and the *Partridge Mine*, the first mines opened by the Imperial Coal Company. These were followed by a host of second-hand locomotives purchased from the Pittsburgh & Lake Erie Railway and the Bessemer & Lake Erie Railroad.



photo credit: www.montourrr.com

The majority of these engines were the *Consolidation*-type, with two wheels beneath the front end and eight driving wheels, or a 2-8-0 wheel arrangement. The 2-8-0 served the Montour adequately when the railroad extended only as far as North Star, near Imperial. From there, it was downhill to Montour Junction, and the little engines could easily haul the empty cars back to the mines.

With the opening of the Mifflin Extension in 1914, the Pittsburgh Coal Company, which purchased the Imperial Coal Company and the Montour Railroad in 1900, decided it needed a more powerful locomotive to handle the steeper grades on the Extension. The Coal Company chose the *Mikado*-type, with a 2-8-2 wheel arrangement. The two extra wheels beneath the locomotive cab allowed the engine to perform better when backing up and thus made it perfect for moving cars into and out

of the mines, sidings, and branches along the new extension. The Montour's stable of *Mikado*-types eventually reached a total of 16 custom-built engines (Nos. 20 – 35) and nine second-hand engines (Nos. 40 – 45 and 50-52) purchased from the New York Central, Virginian, and Delaware, Lackawanna & Western railroads during World War II.

The typical crew on a Montour steam engine included the engineer, who ran the locomotive, a fireman, who kept water in the boiler and coal on the fire, a head brakeman, who operated switches and coupled and uncoupled cars at the front of the train, a rear brakeman, who did the same on the rear, and a conductor.

In the early 1900's, the Montour crews were paid by the hour based on their job descriptions. For example, conductors received 40 cents an hour and brakeman received slightly less at 30 cents per hour. Engineers and firemen, on the other hand, received higher hourly rates depending on the type of locomotive they operated. Engineers got 45 cents an hour for running a 2-8-2 "Mike," but only 42.5 cents per hour for a 2-8-0 *Consolidation*. Firemen received 32.5 and 30 cents per hour, respectively, for working on these locomotives. A day's work was 10 hours, with a one-hour unpaid lunch after five hours on duty. Overtime was paid in 5-minute increments.

At some point in its history, the Montour's engineers and firemen joined the Brotherhood of Locomotive Engineers, a union that still represents the majority of America's railroad workers in train service, and wages became based on the amount of weight of a locomotive imposed on its driving wheels. This standard continues today. The weight on driving wheels determines how much tractive effort, or pull, a locomotive can exert when starting a train and, hence, the number of loaded cars it can pull. The weight-on-drivers standard also made things a bit more equitable because locomotives of the same wheel arrangement can have weights on drivers that vary considerably.

The Montour *Mikado* locomotives in the No. 20 through No. 35 series were rated at 249,500 pounds on their eight driving wheels. The New York Central "Mikes" came in at about 216,000 pounds, the Virginian MBs at 219,000 pounds, and the three Delaware, Lackawanna & Western brutes where the heaviest at 271,500 pounds.

Based on the *Agreement by and between Montour Railroad Company and the Brotherhood of Locomotive Firemen and Enginemen Governing Rates of Pay and Conditions of Employment for Locomotive Engineers, Firemen (Helpers), Hostlers, Hostler Helpers and Engine Watchmen*, effective June 16, 1952, which was probably the last Montour labor contract covering steam engines, the rates of pay for locomotives weighing between 200,000 and 250,000 pounds on drivers was \$14.09 per day, or 168.75 cents per hour of engineers and \$11.47 per day, or 143.50 cents per hour for firemen. An engineer or fireman assigned to one of the three DL&W "Mikes" was paid \$14.24 per day and \$12.16 per day, respectively. At this time in the history of U.S. railroads, one "day" consisted of 100 miles, or eight hours on duty. A round trip over the Montour from end to end with some switching, or a run out to Montour No. 10 on the Library Branch or Westland Mine on the Westland Branch, and it was easy for a Montour crew to make 100 miles in a 12-hour day.

Bob Ciminel is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 249 members from across the country. You are encouraged to join. There is a wealth of information about the Montour Railroad at this location and you can pose questions of its membership, from whom you are sure to get an answer.

Welcome New Members

The Montour Trail Council welcomes these new members and thanks them for their support. We would also like to thank all our members who have recently renewed their membership and to remind all that a growing membership is one of the criteria foundations look for when we apply for grants.

New Members

John Buchta	Thomas Kawczynski
Greg & Sandy Carlisle	Mikel Kent
Terry & Jo Ellen Dalton	Daniel Kinzler
Linda Davenport	Amy McChesney
Janie Harden Fritz	Jim Morrell
Denis Harkins	Nature Observer News

Roger Haufe
Traci Hayes
Cynthia Held-Raubaug
Robert Hicks
Barry Hock
Roy Husser

Benefactors

John Buchta
Marshall Fausold
Janet & Gordon Jackson
Robert & Teresa Williams

Trippin' continues from Page 4

1993

- **The First Montour 100K** Road Race, Clairton to Coraopolis (62 miles), directed by Jerry Agin, March 6. Only three runners, including Jerry, finished!
- **A 2.6-mile section** of the Trail, Enlow Ballfield to Parkway West, opens in Findlay Township in a special ceremony at the Ballfield, July 18. Findlay's supervisors were eager to get their section built and provided most of the services needed to complete it.
- **Another first-ever, anywhere**, event: sixteen MTC members and Cecil Township citizens spend 250 volunteer hours flagging traffic on Morganza Road while PennDOT District 12 crews dismantle west abutment of former bridge crossing for improved traffic visibility, July.
- **Duquesne Light Company** donates a 1980 GMC stake truck with elevator lift to the MTC for use in Trail cleanups and bridge reconstruction, September.
- **Opening festivities** for the 5.2-mile Moon/Robinson trail section, Wickes Furniture parking lot, October 10. With the opening of this section, about one-third of the planned Montour Trail miles, albeit the easier ones, are completed.
- **Organizational meeting** for Cecil Friends of the Montour Trail, a prototype for what would become a network of Friends groups, held November 12. The Friends groups would fulfill the need to maintain and improve finished sections of the Trail while the Board focused on the development of new sections.

Join us in the next issue of the Trail-Letter, when we resume our trip over the MTC's milestones!

I want to help complete the Montour Trail!

I want to join the Montour Trail Council at this level:

<input type="checkbox"/>	Student/Senior	\$15
<input type="checkbox"/>	Individual	\$25
<input type="checkbox"/>	Family	\$35
<input type="checkbox"/>	Supporting	\$50
<input type="checkbox"/>	Sustaining	\$100
<input type="checkbox"/>	Benefactor	\$250
<input type="checkbox"/>	Leader's Circle	\$500+

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Don't Forget

The Montour Trail Council may be designated as your United Way Contributor Choice as option #3308, or Combined Federal Campaign Contributor Choice option #19345 where you work.



MONTOUR TRAIL COUNCIL

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Save the Dates!

April 26: The 9th Burgh's Pizza/Wing Pub 10K/5K Run/2M Fun Walk Cecil Park

May 9: Airport Friends Penny Day

May 30: Bethel Friends Party on the Trail

June 6: National Trails Day. Cecil Friends Trails for Trails V Fun Dog Walk

July 31: Peters Friends Twilight Trail Walk

September 12: The 14th Ikea-Monotur Trail 1/2 Marathon, 5k Run and 5K Walk

September 26: The 7th Tour the Montour

October 10: South Hills Penny Day.

More details as the events nears.

